

BookletChartTM

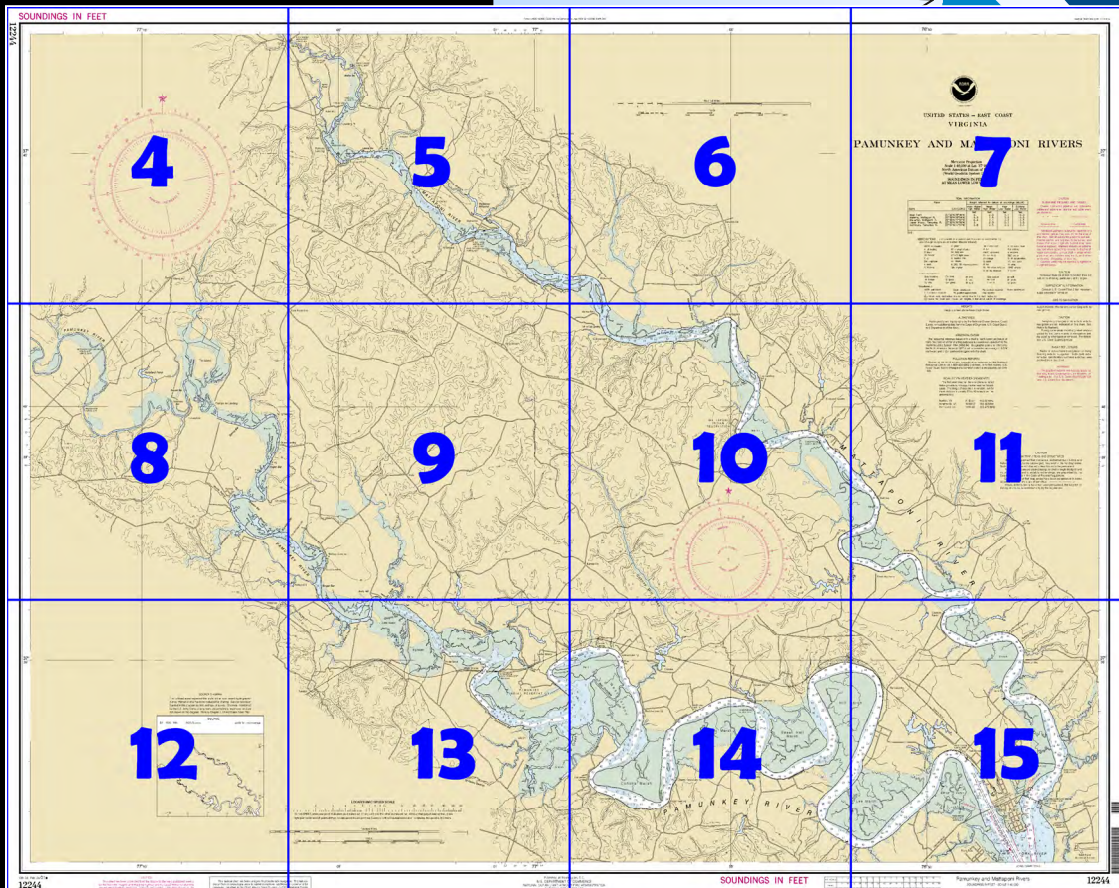
Pamunkey and Mattaponi Rivers

(NOAA Chart 12244)

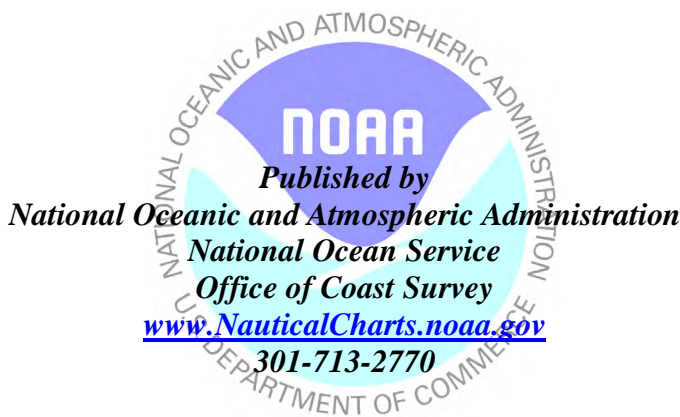


A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed at: <http://www.NauticalCharts.noaa.gov>.

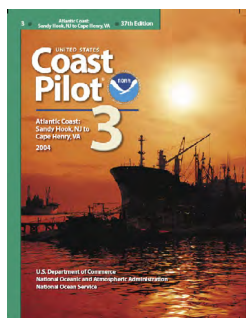
The charts and bar scales in this BookletChart have been reduced to **75%** of original scale, and are printed at the new scale of **1:53,333**.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency (formerly NIMA) Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied were:

Coast Guard Local Notice to Mariners: **28/05 July 12, 2005**
 NGA Weekly Notice to Mariners: **29/05 July 16, 2005**
 Canadian Coast Guard Notice to Mariners: **Not Applicable**



[Coast Pilot 3, Chapter 11 excerpts]

(1) This chapter describes the western shore of Chesapeake Bay from Old Point Comfort to the Potomac River including its principal tributaries Back, Poquoson, York, Piankatank, Rappahannock, and Great Wicomico Rivers, and Mobjack Bay. Also discussed are the ports of Yorktown, Fredericksburg, West Point, Tappahannock, Kilmarnock, and Reedville, as well as several of the smaller ports and landings on these waterways.

(24) **York River** formed by the junction of Mattaponi and Pamunkey Rivers 29 miles above the mouth, is 15 miles northward of Old Point Comfort and 26 miles by the main channel from Cape Henry. Traffic on York River consists chiefly of pulpwood, petroleum products, military supplies, and shellfish. Drafts of vessels

using the river are mostly 18 feet or less, but deep-draft vessels navigate the lower reaches.

(59) **West Point**, at the junction of Mattaponi and Pamunkey Rivers 29 miles above the mouth of York River, has waterborne commerce in pulpwood, paper products, and petroleum. The town is the terminus of a Southern Railway branch line. The pulp, paper, and paperboard wharves just above the Eltham Bridge have reported depths of 16 feet alongside.

(62) **Mattaponi River**, which empties into York River eastward of West Point (37°31.7'N., 76°47.7'W.), is one of two tributaries that combine to form York River. Traffic on Mattaponi River consists chiefly of pulpwood. Drafts of vessels using the river above West Point usually do not exceed 10 feet.

(63) Controlling depths in Mattaponi River are as follows: 12 feet to **Courthouse Landing**, 13 miles above the mouth; thence 9 feet for 10 miles to **Locust Grove**; and thence 2 feet to **Aylett**, 32 miles above the mouth.

(64) The channel in Mattaponi River is unmarked and is difficult to navigate without local knowledge. The mean range of tide is 2.8 feet at West Point and 3.9 feet at Walkerton. Freshets occur at irregular intervals, being more severe in March and April, and have reached a height of 17 feet above low water at Aylett, though this is exceptional; the freshet rise is negligible at and below West Point.

(65) The Lord Delaware Bridge over Mattaponi River at West Point has a swing span with a clearance of 12 feet; the eastern opening is used as there are no fenders on the western opening. Overhead power cables about 1.8 and 13 miles above the mouth have clearances of 62 feet and 90 feet, respectively.

(66) The **Walkerton** highway bridge, 24.5 miles above the mouth of Mattaponi River, has a fixed span with a clearance of 20 feet. Two fixed bridges cross the river at Aylett, 32 miles above the mouth; minimum clearance is 20 feet. The minimum clearance of the overhead power cables between the bridges at Walkerton and Aylett is 42 feet.

(67) **Pamunkey River**, the westerly of the two tributaries that form York River, has many landings along its banks. Traffic on the river consists chiefly of pulpwood; there is a grain elevator platform at **Port Richmond**, 2 miles above the mouth. Vessels with drafts up to 12 feet navigate the river to Port Richmond.

(68) Controlling depths in Pamunkey River are about 12 feet from the mouth to **Cumberland Landing**, 20 miles above the mouth, thence 8 feet to **White House**, 28 miles above the mouth, and 4 feet to the Newcastle Bridges 46 miles above the mouth. The mean range of tide is 2.7 feet at **Sweet Hall Landing**, 15 miles above the mouth, and 3.3 feet at **Northbury**, 35 miles above the mouth. Freshets occur at irregular intervals, being more severe in March and April.

(69) Pamunkey River is easy to navigate as far as **Brickhouse Landing**, 16 miles above the mouth; farther up, navigation is difficult without local knowledge. Freshwater is available at some of the landings, and the river water is fresh above Cumberland Landing. Several narrow cutoffs have depths enough for small boats, but their use requires local knowledge. Above **Retreat**, 36 miles above the mouth, the river is covered with floating debris and snags.

(70) The Eltham Bridge over Pamunkey River at West Point has a swing span with a clearance of 10 feet; the southwest opening is preferred, as there are no fenders along the northeast opening. The bridgetender monitors VHF-FM channel 13; call sign KQ-7168. Power cables crossing the river about 2 and 14.6 miles above the mouth have clearances of 60 and 90 feet, respectively. The railroad bridge at White House has a swing span with a clearance of 4 feet; the easterly opening is used.

Boating Under the Influence (BUI)

Operating a vessel while intoxicated became a specific federal offense effective January 13, 1988. The final rule set standards for determining when an individual is intoxicated. If the blood alcohol content (BAC) is .08% (.10% in some states) or higher for operators of recreational vessels being used only for pleasure, violators are subject to a civil penalty not to exceed \$5,000 or criminal penalty not to exceed \$100,000, one year imprisonment or both.

Table of Chart Notes

HEIGHTS

Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Norfolk, VA	KHB-37	162.55 MHz
Heathsville, VA	WXM-57	162.40 MHz
Richmond, VA	WXK-65	162.475 MHz

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.524' northward and 1.125' eastward to agree with this chart.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, U.S. Coast Guard, and Department of the Navy.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

FISH TRAP AREAS AND STRUCTURES

Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.

Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.

Definite limits of fish trap areas have been established in some areas, and those limits are shown thus: _____

Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bls boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

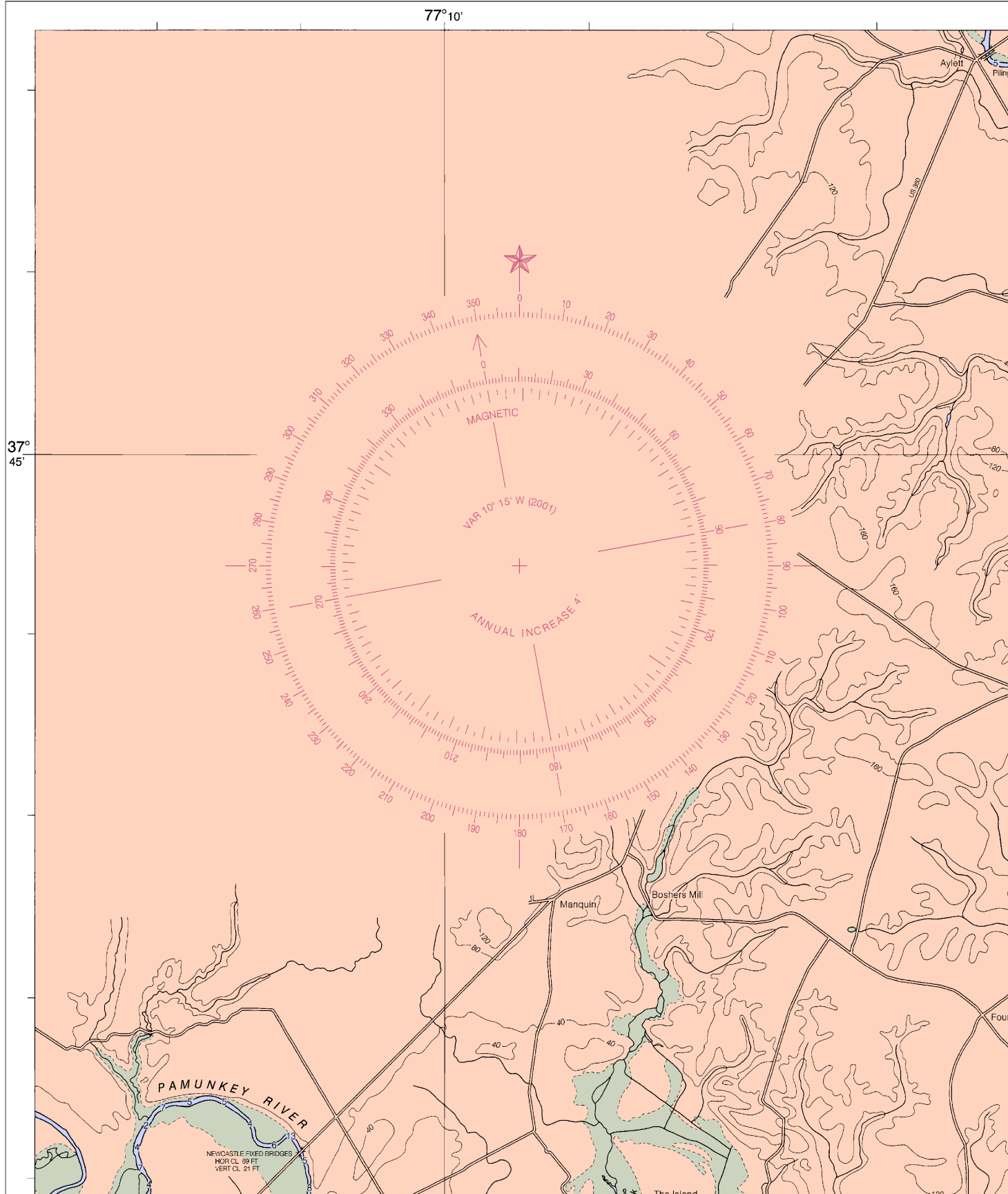
TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean High Water	Mean High Water	Mean Low Water	Extreme Low Water
West Point	(37°32'N/76°46'W)	feet	feet	feet	feet
Wakemo, Mattaponi R.	(37°39'N/76°54'W)	3.1	2.9	0.1	-3.0
Walkerton, Mattaponi R.	(37°43'N/77°02'W)	3.9	3.6	0.2	-3.5
Lester Manor, Pamunkey R.	(37°35'N/76°59'W)	4.4	4.1	0.2	-3.5
Northbury, Pamunkey R.	(37°37'N/77°07'W)	3.1	2.9	0.1	-3.5
		3.8	3.5	0.2	-3.5

(10)

SOUNDINGS IN FEET

12244



4



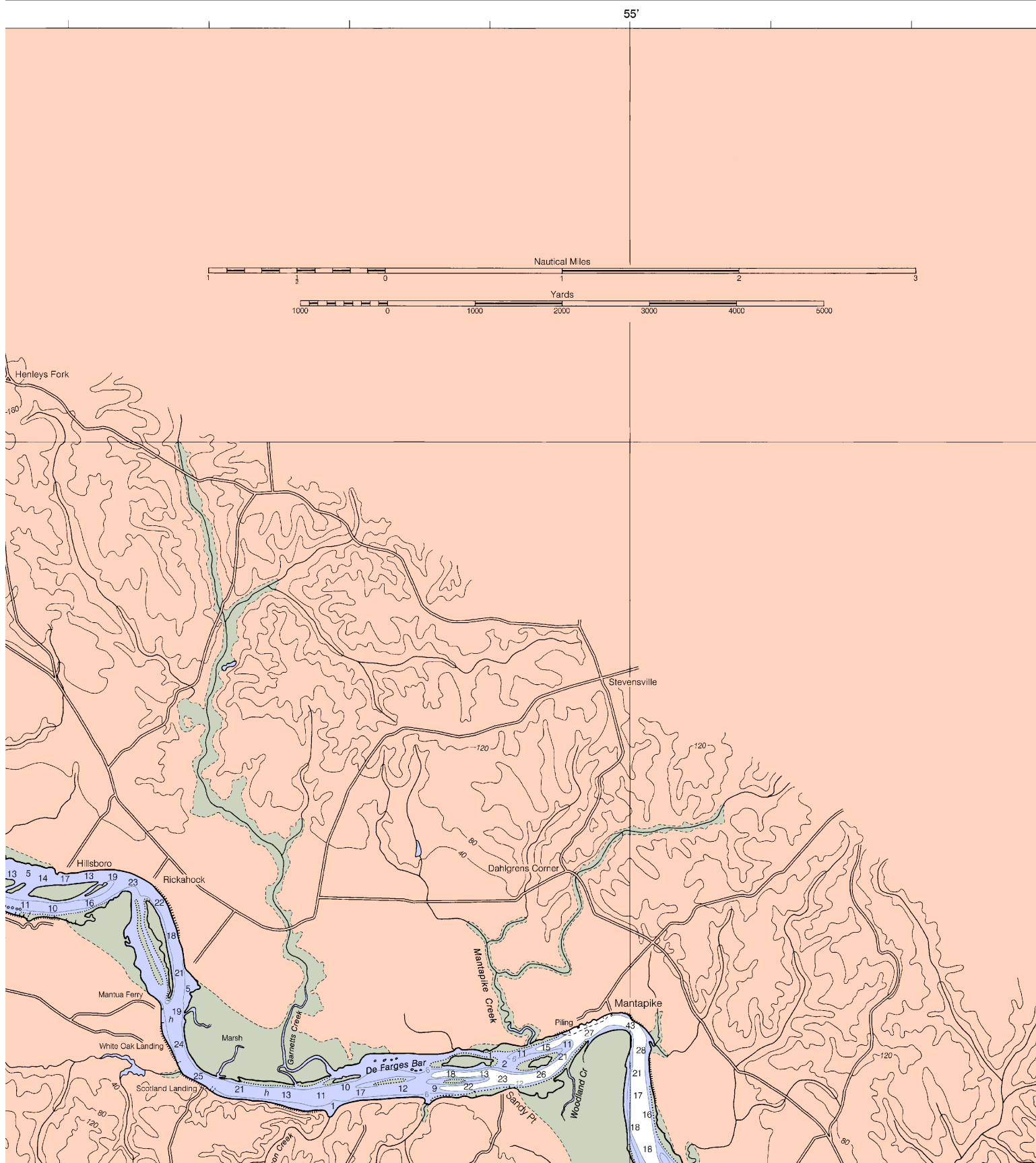
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SCALE 1:40,000
Nautical Miles

See page 2







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Printed at reduced scale

SCALE 1:40,000

See page 2



76° 50'



UNITED STATES — EAST COAST VIRGINIA

PAMUNKEY AND MATTAPONI RIVERS

37°
45'

Mercator Projection
Scale 1:40,000 at Lat. 37°40'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
West Point	(37°32'N/76°48'W)	3.1	2.9	0.1	-3.0
Wakema, Mattaponi R.	(37°39'N/76°54'W)	3.9	3.6	0.2	-3.5
Waikerton, Mattaponi R.	(37°43'N/77°02'W)	4.4	4.1	0.2	-3.5
Lester Manor, Pamunkey R.	(37°35'N/76°59'W)	3.1	2.9	0.1	-3.5
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(101)

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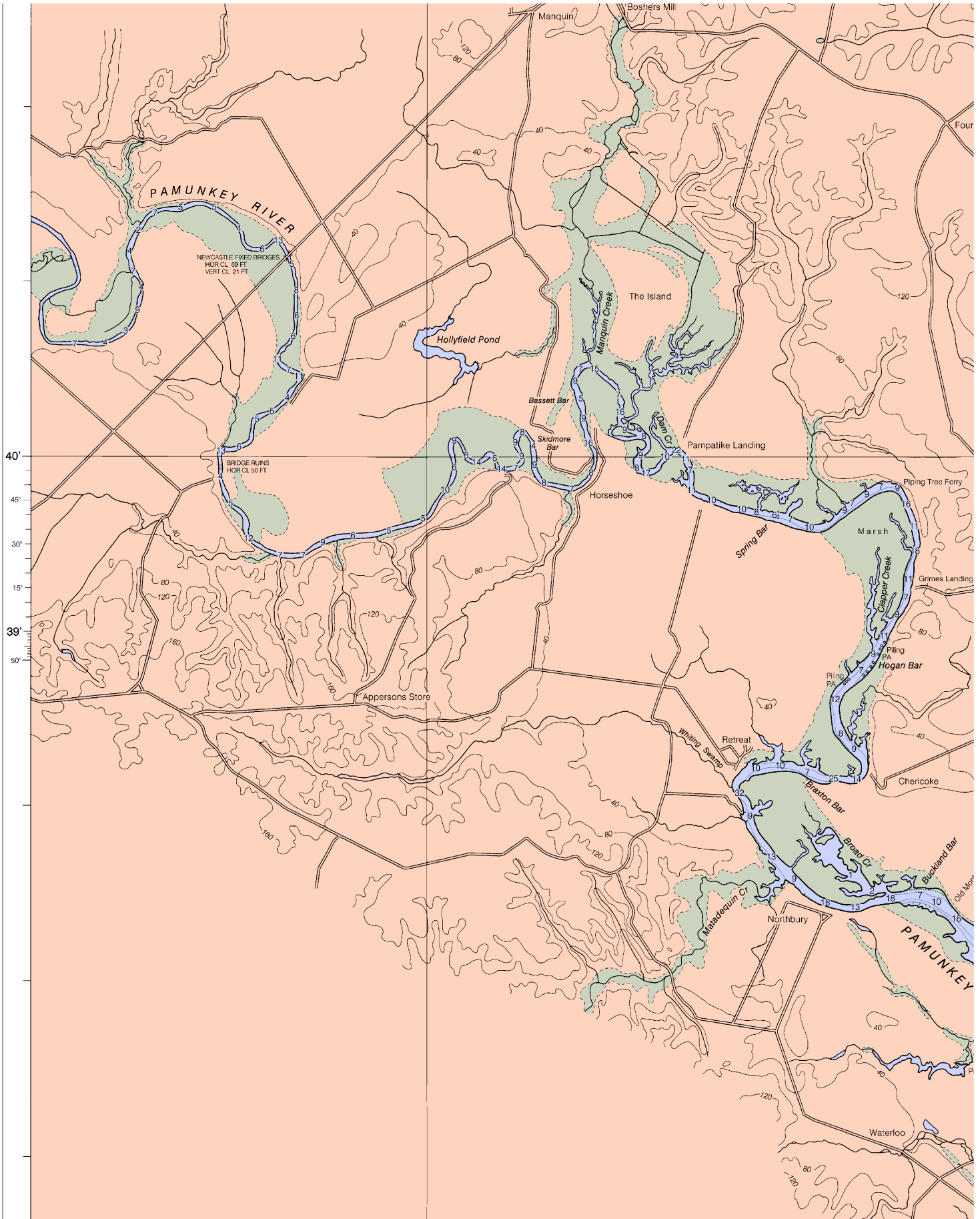
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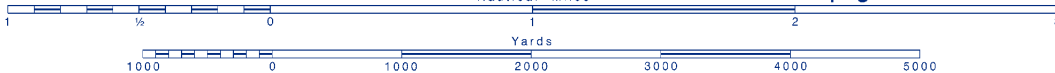
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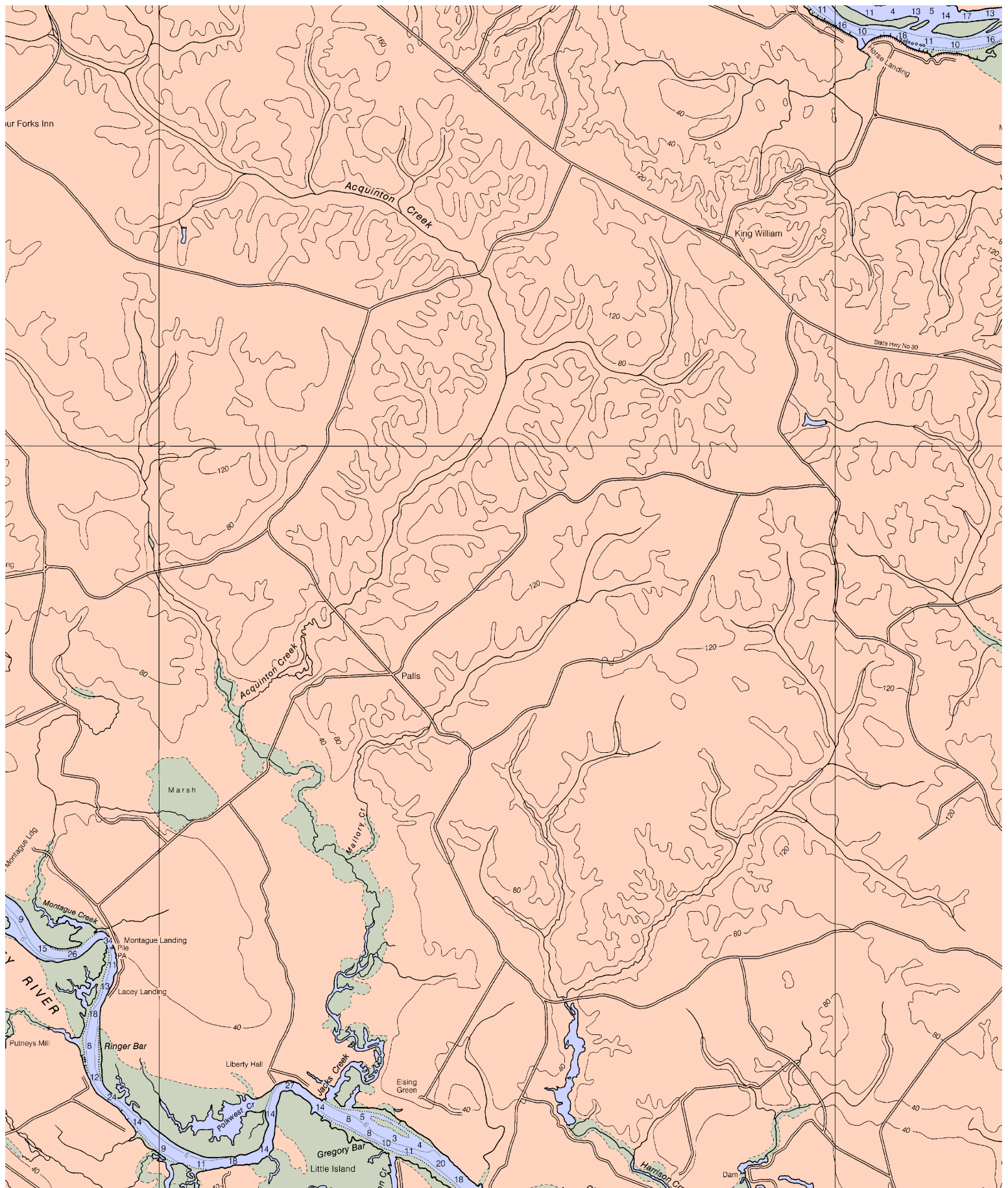


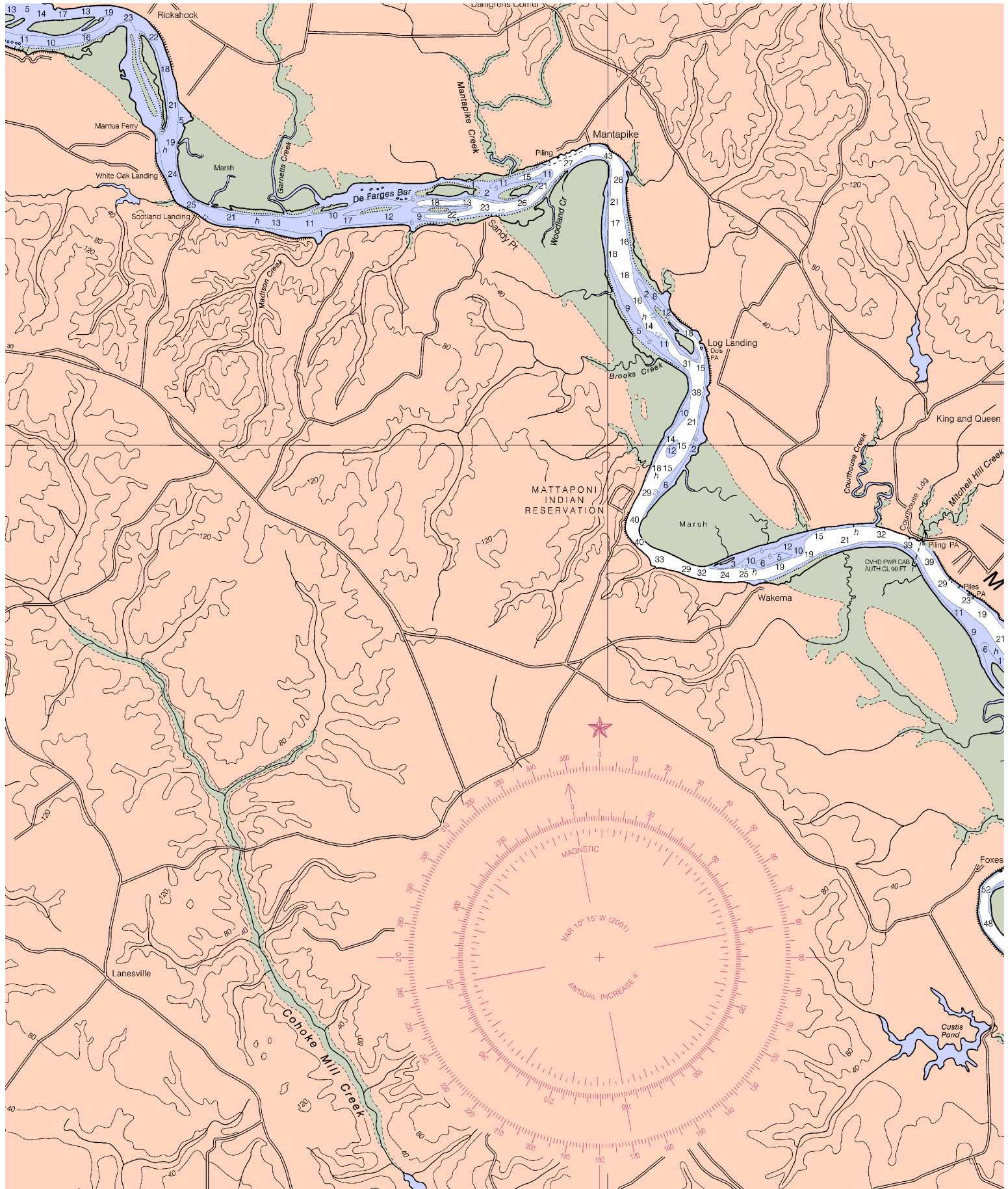
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SCALE 1:40,000
Nautical Miles

See page 2







10



Printed at reduced scale

SCALE 1:40,000
Nautical Miles

See page 2



Bld boulders
bk broken
Cy clay

Cc coral
G gravel
Grs grass

gy gray
h hard
M mud

Oys oysters
Rk rock
S sand

so soft
Sh shells
sy sticky

Miscellaneous:
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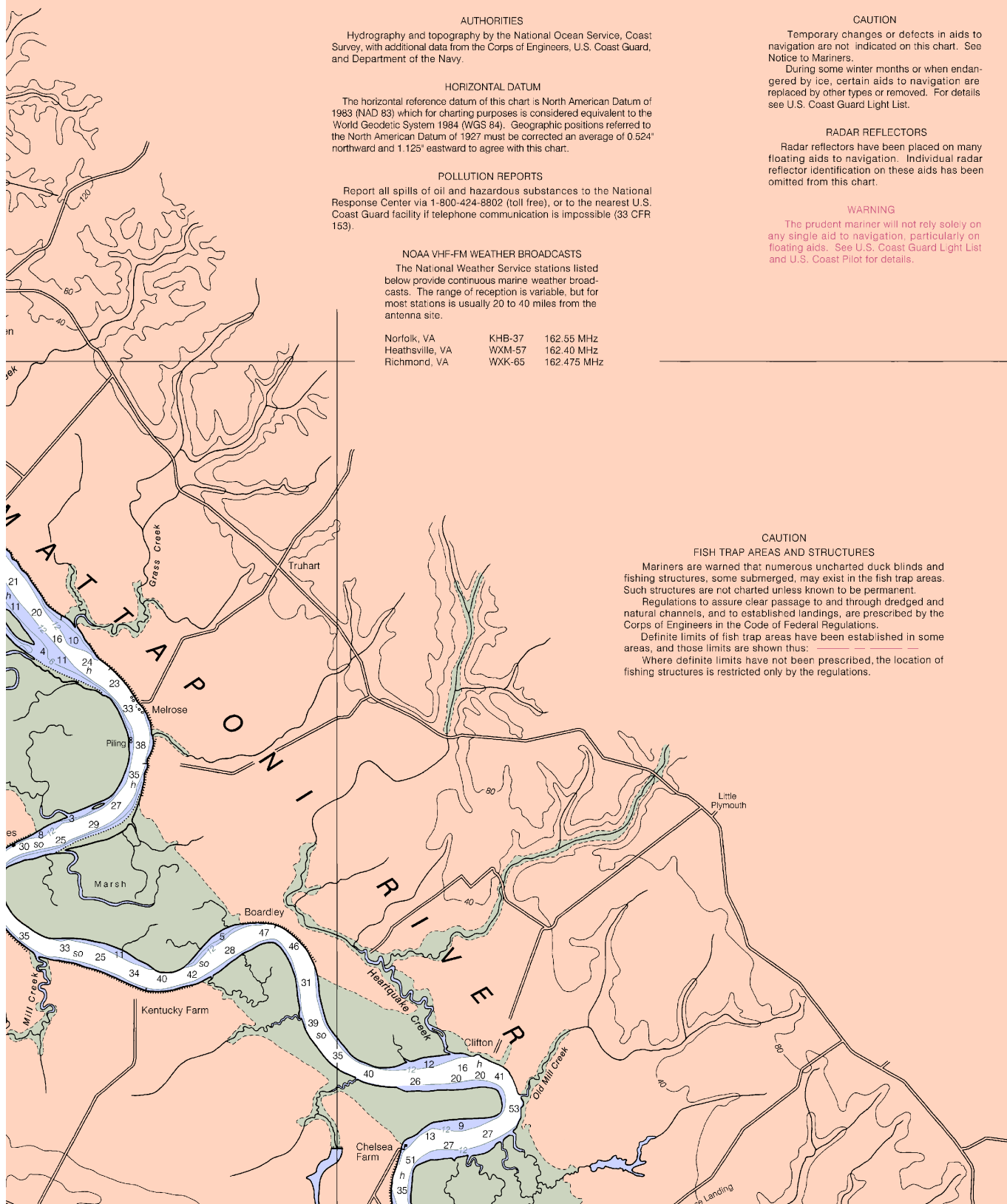
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37°
35'

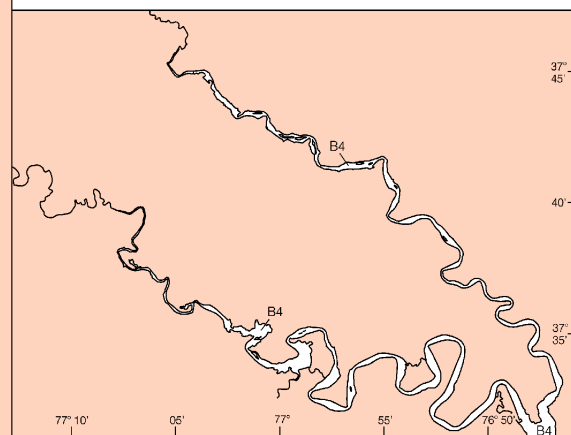
77°10'

SOURCE DIAGRAM

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SOURCE

B4 1900-1939 NOS Surveys partial bottom coverage



13th Ed., Feb. 24/01 ■

12244

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12

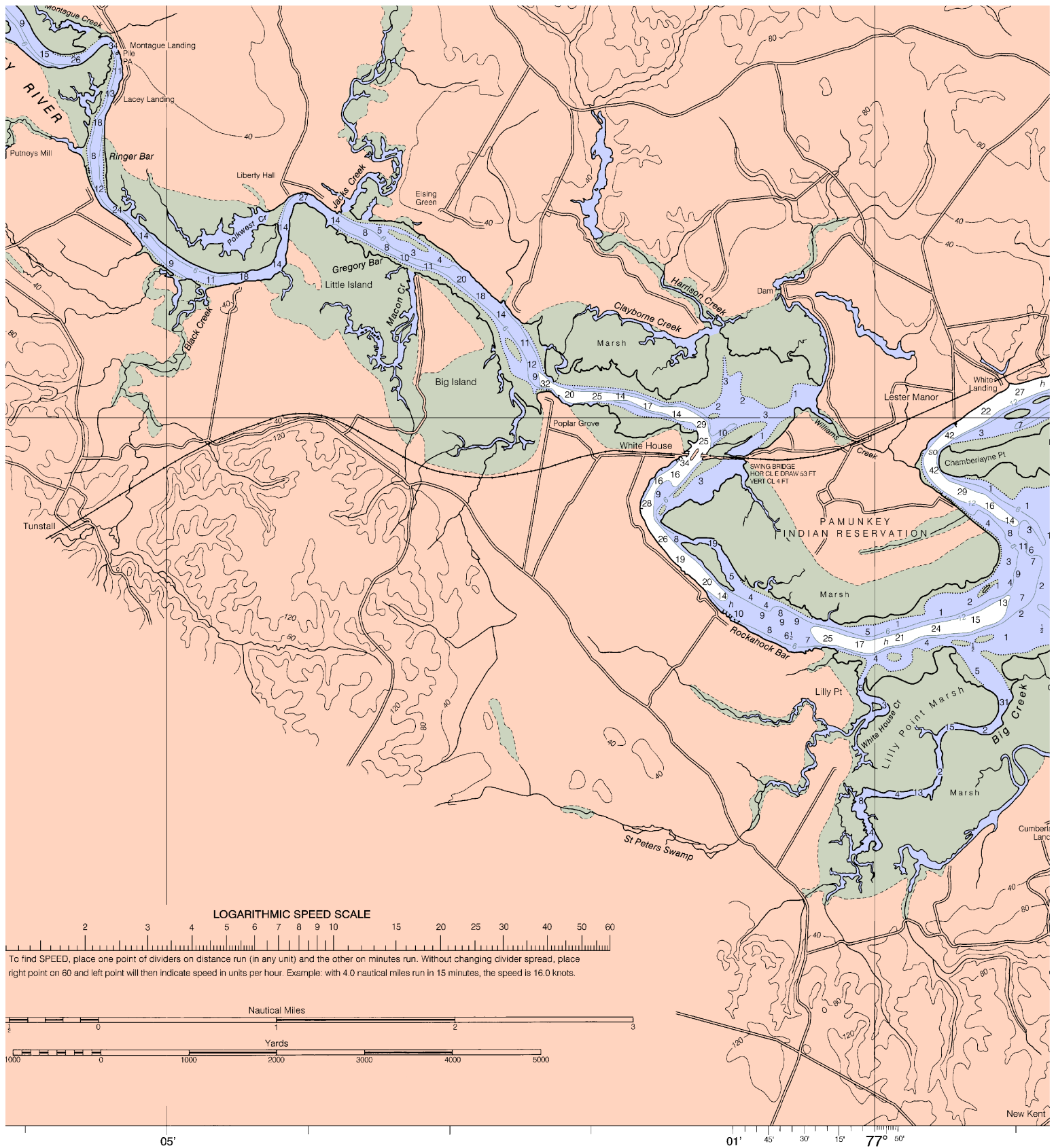


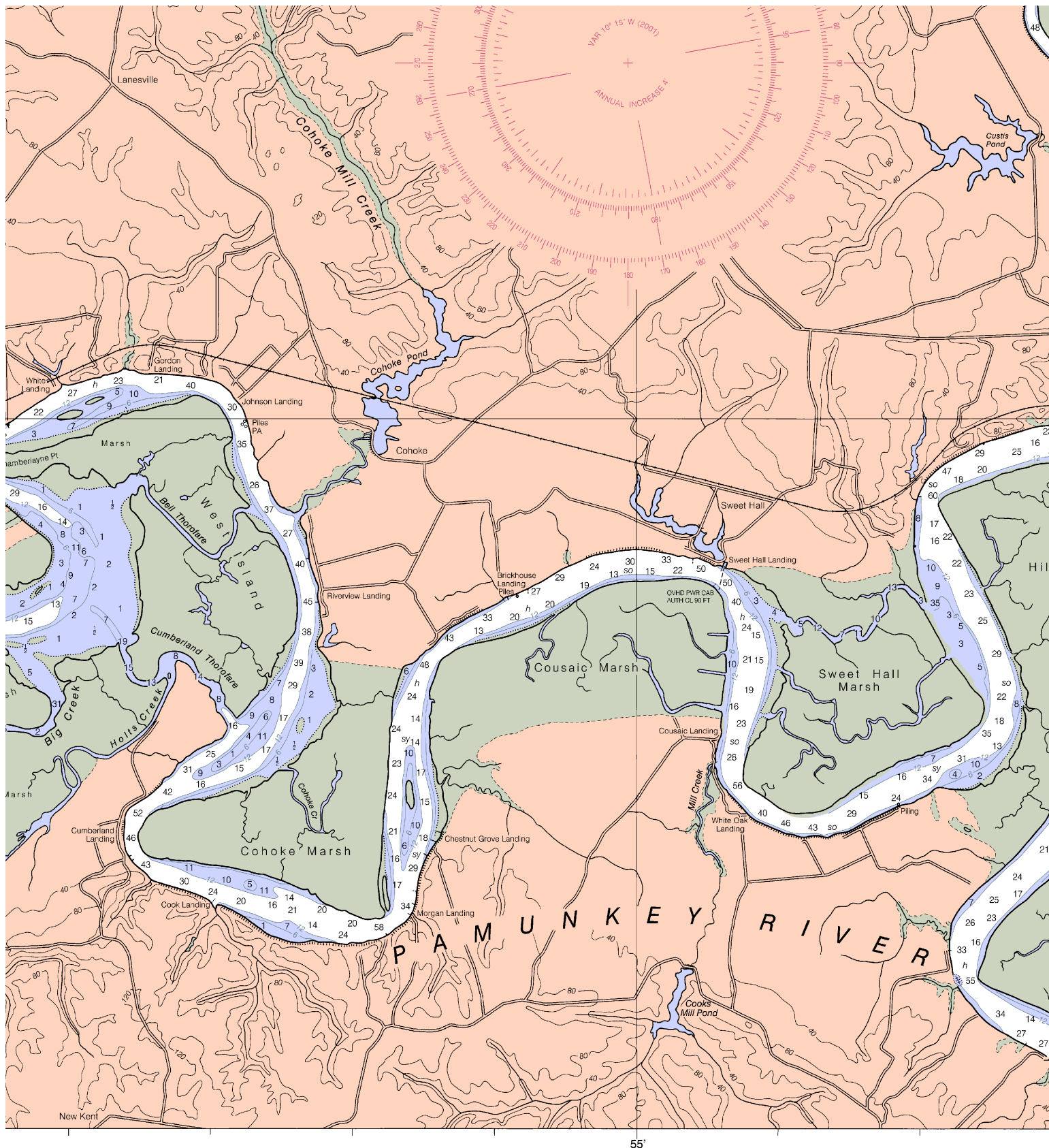
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SCALE 1:40,000
Nautical Miles

See page 2







1 at Washington, D.C.
 DEPARTMENT OF COMMERCE
 NAUTICAL ADMINISTRATION
 NAUTICAL SERVICE
 NAUTICAL SURVEY

SOUNDINGS IN FEET

FATHOMS	1
FEET	6
METERS	2

14

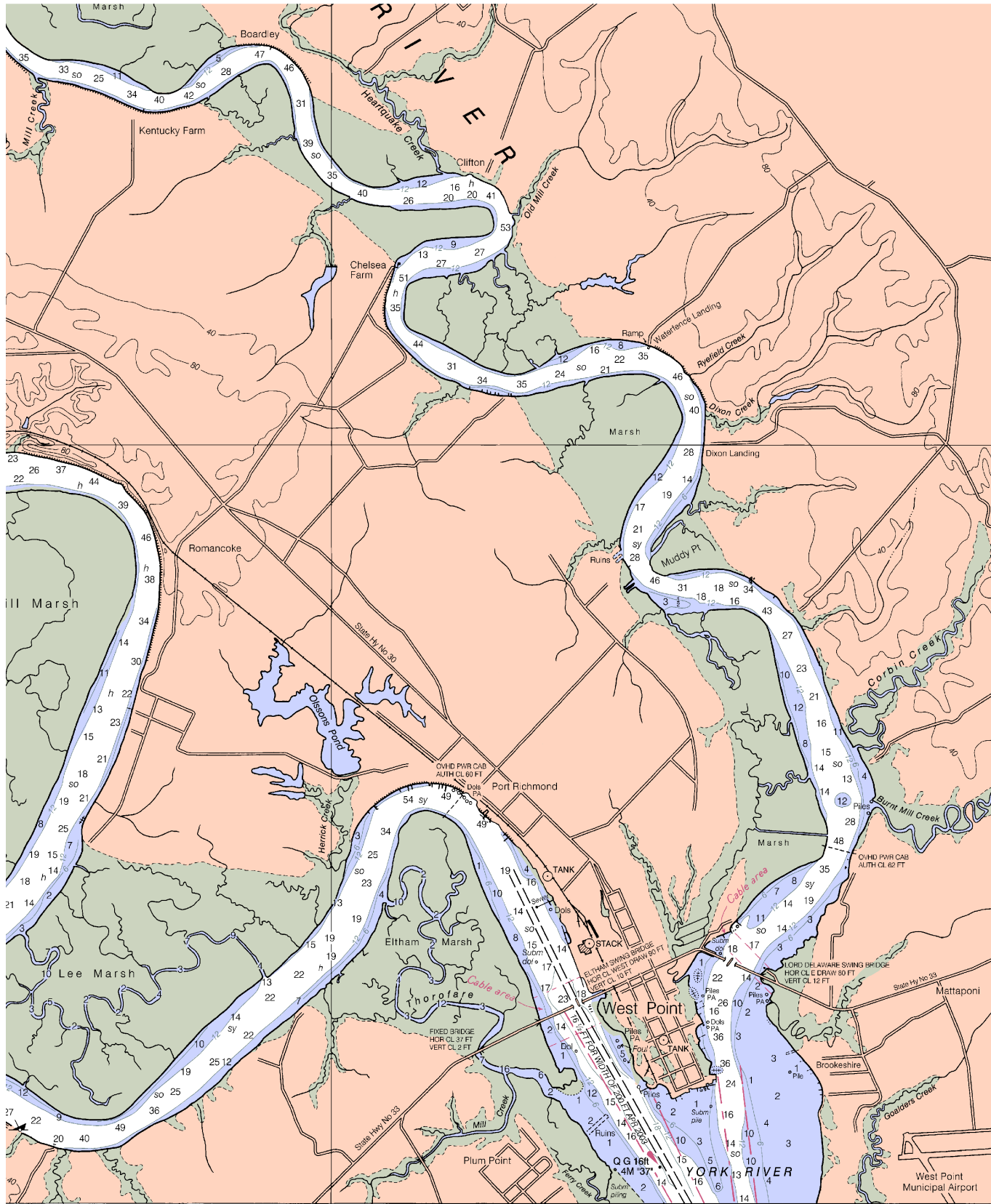


Printed at reduced scale

SCALE 1:40,000
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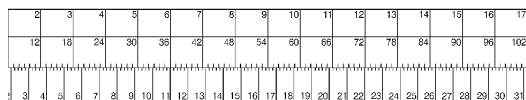




76° 50'

JOINS CHART 12243

37° 35'



Pamunkey and Mattaponi Rivers
SOUNDINGS IN FEET - SCALE 1:40,000

12244

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EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Intership safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22 – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78 – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue – 800-418-7314/410-576-2525

Coast Guard Milford Haven – 804-725-2125/3732

Coast Guard Cape Charles – 757-331-2000

Virginia Marine Police – 800-541-4646

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes, producing over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Electronic Navigational Charts® (ENCs) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at: www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (RNCs) – RNCs are georeferenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at: www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts printed in page-sized pieces. The "home edition" can be downloaded from NOAA for free and printed. The "professional edition", containing additional boating, safety, and educational edition is available for NOAA chart agents or over the Internet.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from official NOAA chart agents or downloaded for free at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated each week by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print on Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Chart No. 1, Nautical Chart Symbols – This reference publication depicts basic chart elements and explains nautical chart symbols and abbreviations. Download it for free at: www.NauticalCharts.NOAA.gov.

Coast Survey Navigation Managers – These ambassadors to the maritime community maintain a regional presence for NOAA and help identify the challenges facing marine transportation and boating. They are listed at <http://nauticalcharts.noaa.gov/nsd/rep.htm>.

Internet sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.



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